



**Regional Transportation Authority**

# KEY INDICATOR REPORT

**April 1985**

- **Budget Variance**
- **Financial Position**
- **Ridership Results**
- **Performance Indicators**

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SECTION I  
BUDGET VARIANCE



FY 85 CHICAGO TRANSIT AUTHORITY BUDGET VARIANCE  
(\$000's OMITTED)

	<u>APRIL 1985</u>			<u>FOUR MONTHS YTD</u>		
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>
<u>REVENUE</u>						
Passenger	\$ 22,593	\$ 23,083	\$ <490>	\$ 90,267	\$ 90,725	\$ <458>
Other	1,189	896	293	3,854	3,050	804
Total Revenue	<u>\$ 23,782</u>	<u>\$ 23,979</u>	<u>\$ &lt;197&gt;</u>	<u>\$ 94,121</u>	<u>\$ 93,775</u>	<u>\$ 346</u>
<u>EXPENSES</u>						
Operating Expenses	<u>\$ 47,947</u>	<u>\$ 49,589</u>	<u>\$ 1,642</u>	<u>\$199,182</u>	<u>\$199,803</u>	<u>\$ 621</u>
<u>PUBLIC FUNDING REQUIRED</u>						
Operations	\$ 24,165	\$ 25,610	\$ 1,445	\$105,061	\$106,028	\$ 967
Capital Related	-	115	115	-	460	460
Total Funding	<u>\$ 24,165</u>	<u>\$ 25,725</u>	<u>\$ 1,560</u>	<u>\$105,061</u>	<u>\$106,488</u>	<u>\$ 1,427</u>
Recovery Ratio w/o Carryover	<u>49.60%</u>	<u>48.36%</u>		<u>47.25%</u>	<u>46.93%</u>	
Carryover Applied	<u>\$ 460</u>	<u>\$ 1,093</u>	<u>\$ 633</u>	<u>\$ 6,586</u>	<u>\$ 7,245</u>	<u>\$ 659</u>
Required Recovery Ratio	<u>50.56%</u>	<u>50.56%</u>		<u>50.56%</u>	<u>50.56%</u>	

COMMENTS

Total Revenue had an unfavorable variance of 0.8% in April. Passenger revenues were unfavorable by 2.1% in April largely due to the greater use of monthly passes, which has come at the expense of full fare and other passenger revenues. The favorable variance in Investment Income is responsible for the 32.7% favorable variance in Other Revenues for April. This favorable variance is attributable to interest revenue realized from the grant anticipation notes issued last December.

Operating expenses were favorable by 3.3% in April due to favorable variances in every expense category except Injuries and Damages. Fuel and Electric Power had substantial favorable variances of 12.6% and 11.6% respectively in April.

For the four months YTD, Materials expense and All Other Expenses were over budget by 20.1% and 7.8% respectively. The unfavorable variance in Materials is attributable to an increase in rapid transit gear box replacement, the rebuilding of transmissions on GMC buses at a greater than normal rate and the quicker processing of expense due to the use of a new computer. The All Other Expense unfavorable variance is largely due to a \$3 million accrual to "smooth out" next December's All Other Expenses.

In order to bring their recovery ratio to 50.56%, CTA used \$6.6 million of 1984 carryover in the first four months, which is favorable to budget by 9.1%.





FY85 COMMUTER RAIL DIVISION BUDGET VARIANCE  
(\$000'S OMITTED)

	APRIL 1985			FOUR MONTHS YTD		
	ACTUAL	BUDGET	VARIANCE	ACTUAL	BUDGET	VARIANCE
<u>REVENUE</u>						
Passenger	\$10,270	\$10,052	\$218	\$40,604	\$40,504	\$ 100
Other	518	272	246	1,760	964	796
Total Revenue	<u>\$10,788</u>	<u>\$10,324</u>	<u>\$464</u>	<u>\$42,364</u>	<u>\$41,468</u>	<u>\$ 896</u>
<u>EXPENSES</u>						
Operating Expenses	\$19,737	\$20,238	\$501	\$78,584	\$81,326	\$2,742
Additional Compensation	212	213	1	839	856	17
Total Expenses	<u>\$19,949</u>	<u>\$20,451</u>	<u>\$502</u>	<u>\$79,423</u>	<u>\$82,182</u>	<u>\$2,759</u>
<u>PUBLIC FUNDING REQUIRED</u>	<u>\$ 9,161</u>	<u>\$10,127</u>	<u>\$966</u>	<u>\$37,059</u>	<u>\$40,714</u>	<u>\$3,655</u>
Depreciation	\$ 236	\$ 216	\$ <20>	\$ 943	\$ 862	\$ <81>
Recovery Ratio	<u>54.72%</u>	<u>51.02%</u>		<u>53.98%</u>	<u>50.99%</u>	

COMMENTS

The Commuter Rail Division April 1985 Revenues were 4.5% over budget and expenses were 2.5% lower than budget. Funding requirement was nearly \$1 million or 7.5% less than projected. The actual recovery ratio of 54.72% exceeded the budgeted ratio of 51.02%.

All carriers, except CNW, reported favorable passenger revenue variances. NIRC's favorable Other Revenue variance of \$260,000 was the major contributing factor to the favorable revenue variance.

With the exception of NS, all carriers reported favorable expense variances for April 1985. The favorable expense variances are largely attributable to labor cost savings. The unfavorable power cost variances of ICG and CSS were more than offset by the favorable fuel variances reported for BN, CNW and NIRC.

For the four month period, the passenger revenues were slightly ahead of the budget. The favorable other revenue variance was primarily influenced by the unusually high favorable variance of \$866,000 generated by NIRC. Operating Expenses were 3.4% under budget for the four months year-to-date. Labor costs savings, lower than budgeted fuel cost which more than offset the unfavorable power cost variance, and the deferral of marketing programs were the contributing factors to the favorable operating expense variance. The year-to-date recovery ratio of 53.98% is favorable to the budgeted ratio of 50.99%.



FY85 SUBURBAN BUS DIVISION BUDGET VARIANCE  
(\$000's OMITTED)

	APRIL 1985(A)			FOUR MONTHS		YTD(A)
	ACTUAL	BUDGET	VARIANCE	ACTUAL	BUDGET	VARIANCE
<u>REVENUE</u>						
Passenger	\$1,379	\$1,391	\$ <12>	\$ 5,463	\$ 5,410	\$ 53
Other	84	-	84	292	-	292
Total Revenue	<u>\$1,463</u>	<u>\$1,391</u>	<u>\$ 72</u>	<u>\$ 5,755</u>	<u>\$ 5,410</u>	<u>\$ 345</u>
<u>EXPENSES</u>						
Operating Expense	<u>\$4,797</u>	<u>\$5,268</u>	<u>\$471</u>	<u>\$19,604</u>	<u>\$20,473</u>	<u>\$ 869</u>
<u>PUBLIC FUNDING REQUIRED</u>	<u>\$3,334</u>	<u>\$3,877</u>	<u>\$543</u>	<u>\$13,849</u>	<u>\$15,063</u>	<u>\$1,214</u>
Required Recovery Ratio(B)	30.50%	26.40%		29.40%	26.43%	

COMMENTS

Passenger revenue for the month of April was unfavorable to budget by .8%. Funded carriers produced a highly favorable variance offset by a large unfavorable variance for contract carriers, and a slight unfavorable variance for paratransit. The performance of funded carriers continues the trend established last year of significant ridership gains over previous years. A portion of the unfavorable variance for contract carriers is due to the lag in the distribution of link-up funds.

For the Year-To-Date, passenger revenue is favorable to budget by 1.0%. Funded carriers and paratransit account for the favorable variance.

Total Revenue for April is favorable to budget by 5.2%. For the Year-To-Date, total revenue is favorable by 6.4%. Carrier performance and investment income have contributed to the positive performance.

Operating expenses for April were favorable to budget by 8.9%, and 4.2% for the Year-To-Date. Favorable variances for the month, and Year-To-Date, were recorded for all three categories of carriers, administration, full, and centralized support. The only unfavorable variance was insurance for both April and the Year-To-Date.

The SBD recovery ratio for April of 30.50% is favorable to the 26.40% budgeted ratio, and is favorable for Year-To-Date with a ratio of 29.40% compared with a budget figure of 26.43%.

- A. This variance report is based on preliminary actuals for the month of April submitted by SBD. There will be slight adjustments to these numbers upon receipt of the final April report.
- B. In calculating the recovery ratio, \$31,000 is excluded from Year-To-Date Total Expenses representing the values of capital purchases made through the Central Operations Account.



SECTION II

FINANCIAL POSITION

NOTE: The Financial Reporting Division was unable to prepare April, 1985 Financial Statements for inclusion in this report due to the simultaneous preparation of the Annual Financial Report for 1984.



### SECTION III

#### RIDERSHIP RESULTS





# RIDERSHIP

## April, 1985 vs. April, 1984

The RTA system recorded an impressive 5% increase in ridership for the month of April compared to April, 1984. However, in part this increase is explained by an additional weekday in April, 1985. In contrast, average weekday ridership improved by only 2.2% for the RTA system.

Among the service boards, SBD again posted the largest gains with an increase of 11.8% on an absolute basis, and 6.7% by average weekday. For SBD, 1985 represented the highest April ridership result since 1980. CKD also experienced a significant increase of 5.7% for April, but only a 1.3% improvement on an average weekday basis. CIA ridership gains were also impressive with a 4.6% absolute increase, and a 2% average weekday gain.

The following table summarizes service board and RTA results for the month.

	Total 04/85 vs. 04/84 Increase <hr/> (Decrease)	Avg. Weekday* 04/85 vs. 04/84 Increase <hr/> (Decrease)
Chicago Transit Authority	4.6%	2.0%
Commuter Rail Division	5.7%	1.3%
Suburban Bus Division	<u>11.8%</u>	<u>6.7%</u>
RTA Systemwide	5.0%	2.2%

\*There were 21 working weekdays in April, 1984 vs. 22 in April, 1985.

Table III-A provides additional detail on April ridership results through the individual components of each service board.

CIA continued to be led by rapid transit ridership gains which have run consistently better than bus results. CKD carriers all showed improvement, with the South Shore, ICG, NIRC-Rock Island, and Norfolk Southern doing particularly well. Significantly, not only did all carriers improve from 1984, but each rail line posted an increase for the month as well. SBD also experienced an excellent month for most carriers. Only Joliet and Waukegan declined slightly, while all other carriers showed an increase. Oak Lawn, Harvey, and Naperville were the leading carriers based on percentage gains in excess of 20% over April, 1984.



APRIL, 1985 VS. APRIL, 1984

	April, 1985 vs. April, 1984 % Increase (Decrease)
<u>Chicago Transit Authority</u>	
Rapid Transit	5.4
Bus	<u>4.3</u>
CTA (Overall)	4.6
<u>Commuter Rail Division</u>	
Burlington Northern, Inc.	3.7
Chicago & NorthWestern Transportation Company	2.2
North Line	3.5
Northwest Line	0.3
West Line	3.5
Chicago, South Shore and South Bend Railroad	16.2
Illinois Central Gulf Railroad Company	11.9
Main Line	11.3
Blue Island	13.4
South Chicago	11.0
Joliet (Diesel)	29.6
NIRC - Milwaukee Road District	4.4
North Line	4.3
West Line	4.5
NIRC - Rock Island District	9.0
Norfolk Southern	<u>9.7</u>
CRD (Overall)	5.7
<u>Suburban Bus Division</u>	
City of Aurora	9.6
City of Elgin	5.5
Village of Glen Ellyn	13.7
Transit Management of Harvey	20.5
City of Highland Park	10.0
Joliet Mass Transit District	(2.3)
Melrose Park	13.9
City of Naperville	24.5
Village of Niles	19.2
North Suburban Mass Transit District	7.8
Transit Management of Oak Lawn, Inc.	24.6
Transit Management of Waukegan, Inc.	(2.3)
Transit Management of West Towns, Inc.	16.4
Village of Wilmette	15.9
Other Contract Services	2.7
Paratransit	<u>0.6</u>
SBD (Overall)	11.8



### Latest 12 Months vs. Prior 12 Months

Table III-B shows ridership change, by carrier, on a moving 12 month basis, and provides a longer-term view of ridership trends.

Both the CTA and CRD 12 month rate of change increased from March figures while SBD declined. CTA went from a 2.8% rate in March, to a 3% rate through April, reversing recent experience. CRD also improved, going from 5% last month to 5.1% in April. SBD declined from 13% in March to 12.8% in April, reflecting the difficulty of matching the extraordinary increases of 1984.

### Year-to-Date and Trend

Tables III-C, III-D, and III-E show historical ridership levels by month and by year since 1980 for each service board. Percent change, by month, is shown for 1985 as well as for the year-to-date. Through April, all three service boards are ahead of 1984, with CTA finally overcoming poor February ridership to post a 0.8% increase for the year-to-date.



## RTA SYSTEM RIDERSHIP CHANGES BY DIVISION: LATEST TWELVE MONTH PERIOD VS LIKE PRIOR PERIOD\*

Chicago Transit Authority		Commuter Rail Division		Suburban Bus Division	
Mode	% Change	Carrier	% Change	Carrier	% Change
Rapid Transit	3.8	Burlington Northern, Inc.	4.2	City of Aurora	6.6
Bus	2.8	Chicago & NorthWestern Transportation Company	2.4	City of Elgin	3.6
CTA Total	3.0	North Line	1.7	Village of Glen Ellyn	9.6
		Northwest Line	1.0	Transit Management of Harvey	27.1
		West Line	5.0	City of Highland Park	2.3
		Chicago, South Shore and South Bend Railroad	9.3	Joliet Mass Transit District	9.9
		Illinois Central Gulf Railroad Company	8.0	City of Naperville	19.3
		Main Line	7.1	Village of Niles	12.5
		Blue Island	8.0	North Suburban Mass Transit District	4.4
		South Chicago	12.7	Transit Management of Oak Lawn, Inc.	34.3
		Joliet (Diesel)	13.3	Transit Management of Waukegan, Inc.	10.7
		NIRC - Milwaukee Road District	6.4	Transit Management of West Towns, Inc.	19.2
		North Line	4.8	Village of Wilmette	1.4
		West Line	7.9	Other Contract Services	0.2
		NIRC - Rock Island District	7.8	Paratransit	9.6
		Norfolk Southern	6.2	SBD Total	12.8
		CRD Total	5.1		

\*May 1984 through April 1985 vs. May 1983 through April 1984.





CHICAGO TRANSIT AUTHORITY  
RIDERSHIP COMPARISON  
JANUARY, 1980 THROUGH PRESENT

<u>MONTH</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	1985 vs. 1984 INCREASE (DECREASE)
JANUARY	55,683,530	52,120,984	47,089,934	49,656,281	51,400,780	52,080,480	1.3%
FEBRUARY	54,420,803	50,578,487	49,131,152	48,431,669	51,586,527	49,749,390	(3.6%)
MARCH	59,805,583	59,487,977	55,912,741	55,277,889	55,662,071	56,143,718	0.9%
APRIL	59,709,415	56,115,537	52,390,996	51,849,280	53,024,678	55,450,815	4.6%
MAY	59,597,765	54,920,752	51,872,146	52,804,385	55,914,074		0.8%*
JUNE	57,203,455	54,471,871	51,713,721	51,902,458	53,389,008		
JULY	57,771,943	52,938,749	49,714,189	48,802,385	51,433,967		
AUGUST	57,250,060	50,574,144	51,500,476	51,333,079	53,306,545		
SEPTEMBER	59,266,605	52,086,123	51,050,463	51,553,908	51,269,589		
OCTOBER	63,124,248	56,619,523	53,761,198	50,731,877	58,768,323		
NOVEMBER	55,779,018	51,618,001	50,837,007	52,139,900	52,787,871		
DECEMBER	57,024,335	51,747,624	51,094,061	50,130,470	49,641,826		
TOTAL	<u>696,636,760</u>	<u>643,279,772</u>	<u>616,068,084</u>	<u>614,613,581</u>	<u>638,185,259</u>		

\*Year-to-date increase (decrease) vs. same period prior year.



COMMUTER RAIL  
RIDERSHIP COMPARISON  
JANUARY, 1980 THROUGH PRESENT

MONTH	1980	1981	1982	1983	1984	1985	1985 VS. 1984 INCREASE (DECREASE)
JANUARY	6,758,959	6,656,836	5,215,794	5,059,170	5,232,350	5,465,007	4.4%
FEBRUARY	6,521,583	6,398,061	5,167,448	4,860,172	4,987,709	5,195,698	4.2%
MARCH	6,779,951	6,821,841	5,426,940	5,064,469	5,173,575	5,268,670	1.8%
APRIL	6,798,116	6,486,758	5,110,178	4,822,204	5,076,345	5,367,075	5.7%
MAY	6,765,738	6,139,395	5,013,941	4,870,972	5,217,631		4.0%*
JUNE	6,866,342	6,693,991	5,270,921	4,957,945	5,199,122		
JULY	6,853,312	5,845,163	4,988,348	4,783,482	5,213,466		
AUGUST	6,787,746	5,164,671	5,156,461	5,003,460	5,216,924		
SEPTEMBER	6,972,340	5,021,780	4,337,008	4,932,347	5,029,344		
OCTOBER	6,938,614	5,046,079	4,817,846	4,958,490	5,490,259		
NOVEMBER	6,674,157	5,091,207	5,034,791	4,980,058	5,224,839		
DECEMBER	7,173,888	5,008,850	4,947,075	4,902,208	5,012,124		
TOTAL	81,890,746	70,375,632	60,486,751	59,194,977	62,073,688		

\*Year-to-date increase (decrease) vs. same period prior year.



SUBURBAN BUS  
RIDERSHIP COMPARISON  
JANUARY, 1980 THROUGH PRESENT  
(Includes Paratransit)

TABLE III-E

MONTH	1980	1981	1982	1983	1984	1985	1985 VS. 1984 INCREASE (DECREASE)
JANUARY	3,207,789	3,158,206	2,040,708	2,485,876	2,836,548	3,101,352	9.3%
FEBRUARY	3,163,737	3,018,036	2,201,977	2,432,519	2,925,900	3,029,589	3.1%
MARCH	3,316,266	3,259,248	2,552,904	2,805,440	3,134,050	3,313,359	5.7%
APRIL	3,327,688	3,082,643	2,345,942	2,589,632	2,961,492	3,311,899	11.8% 7.6%*
MAY	3,269,149	2,941,752	2,237,863	2,649,643	3,214,512		
JUNE	2,927,076	1,502,104	2,224,356	2,463,045	2,838,154		
JULY	2,849,905	1,226,319	2,087,073	2,213,149	2,722,247		
AUGUST	2,890,767	1,411,721	2,187,364	2,497,465	3,012,775		
SEPTEMBER	3,396,375	1,803,750	2,470,182	2,756,844	2,906,590		
OCTOBER	3,656,220	2,001,480	2,515,993	2,864,137	3,474,095		
NOVEMBER	3,190,968	1,949,261	2,424,513	2,811,098	3,197,211		
DECEMBER	3,039,554	2,030,897	2,401,242	2,639,864	2,860,671		
TOTAL	38,235,494	27,385,417	27,690,117	31,208,712	36,084,245		

\*Year-to-date increase (decrease) vs. same period prior year.



## SECTION IV

### PERFORMANCE INDICATORS





## PERFORMANCE INDICATORS

### Chicago Transit Authority

CTA performance indicators for April were generally improved from earlier periods in 1985. However, the systemwide (unadjusted) recovery ratio continues to lag behind 1984 levels by over 14%, while expense per revenue mile and per passenger is up by 9% and 10% respectively. Although these indicators represent an improvement from March results, it is apparent that further progress is needed.

Productivity indicators, on the other hand, were quite good for April as well as year-to-date. Revenue hours per operator pay hour went up 6% during April, while revenue miles per mechanic work hour were over 7% higher. Year-to-date, these ratios were 3.4% and 1.4% higher respectively. Service effectiveness continued to trail 1984 levels during April and for year-to-date due to the fact that passenger increases are slightly less than the corresponding increases in service.

### Commuter Rail Division

The CRD system revenue to expense ratio declined from 1984 levels by 5.6% through April. Expense per revenue mile increased by 4.6%, but expense per passenger mile remained unchanged as ridership gains matched rising costs. Service effectiveness was generally improved as peak period capacity use and passenger miles per revenue mile continued to increase over 1984 levels. This is largely due to higher 1985 ridership levels.

On-time performance again slipped slightly, primarily due to a 16% dip on the Chicago South Shore which continues to suffer from service overcrowding (over 100% capacity) on several trains during the peak period. The overcrowding conditions are expected to be alleviated somewhat by the addition of a six car bi-level train (on loan from CRD) and by increasing two trains from six to eight car consists.

### Suburban Bus Division

SBD indicators for April were again mixed. The ratio of operating revenues to operating expenses show a significant improvement for the month of April due to a substantially greater increase in revenue than the corresponding increase in operating expenses. The year-to-date ratio declined only slightly.

Year-to-date indicators for the Inner Carriers and Outer Carriers were reasonably consistent comparing 1984 to 1985. Part of the variance in Small Carrier indicators can be attributed to inconsistent reporting. Productivity continues to improve while service effectiveness was significantly higher for the month and about even year-to-date.



CHICAGO TRANSIT AUTHORITY: PERFORMANCE INDICATORS  
FOR THE MONTH OF APRIL, 1985

		<u>April</u> <u>1985</u>	<u>April</u> <u>1984</u>	<u>%</u> <u>Change</u>	<u>YTD</u> <u>1985</u>	<u>YTD</u> <u>1984</u>	<u>%</u> <u>Change</u>
<b>Rapid Transit</b>							
Oper. Rev./Oper. Exp.	(%)	40.43	50.11	(19.3)	38.87	47.40	(18.0)
Oper. Exp./Rev. Miles	(\$)	4.46	4.21	5.9	4.66	4.13	13.0
Oper. Exp./Pass	(\$)	1.34	1.20	11.5	1.44	1.26	14.0
Rev. Hrs./Oper. Pay Hrs.	(%)	53.02	52.09	1.8	52.46	55.16	(4.9)
Rev. Miles/Mech. Work Hr.		42.28	38.18	10.7	40.41	38.31	5.5
Pass./Rev. Mi.		3.33	3.50	(5.1)	3.24	3.27	(0.8)
Pass./Rev. Hrs.		84.09	89.27	(5.8)	81.93	83.26	(1.6)
<b>Motor Bus</b>							
Oper. Rev./Oper. Exp.	(%)	54.62	62.61	(12.8)	52.06	59.22	(12.1)
Oper. Exp./Rev. Miles	(\$)	4.51	4.41	2.5	4.88	4.57	6.9
Oper. Exp./Pass.	(\$)	0.72	0.69	4.1	0.78	0.72	7.5
Rev. Hrs./Oper. Pay Hrs.	(%)	86.24	80.02	7.8	83.87	78.63	6.7
Rev. Miles/Mech. Work Hr.		35.55	33.79	5.2	32.72	32.94	(0.7)
Pass./Rev. Mi.		6.29	6.35	(0.9)	6.29	6.33	(0.6)
Pass./Rev. Hrs.		63.57	65.39	(2.8)	63.57	65.21	(2.5)
<b>Combined</b>							
Oper. Rev./Oper. Exp.	(%)	49.37	58.21	(15.2)	47.21	55.06	(14.3)
Oper. Exp./Rev. Miles	(\$)	4.49	4.46	0.8	4.80	4.40	9.0
Oper. Exp./Pass.	(\$)	0.87	0.82	6.9	0.93	0.85	9.9
Rev. Hrs./Oper. Pay Hrs.	(%)	76.98	72.74	5.8	75.07	72.59	3.4
Rev. Miles/Mech. Work Hr.		37.79	35.26	7.2	35.26	34.77	1.4
Pass./Rev. Mi.		5.16	5.32	(3.0)	5.14	5.18	(0.8)
Pass./Rev. Hrs.		67.13	69.85	(3.9)	67.16	68.74	(2.3)

NOTE: CTA Performance indicators are based on "period" reports. These periods do not normally correspond exactly to a calendar month, but are typically within a few days in any given month.



COMMUTER RAIL DIVISION: PERFORMANCE INDICATORS

FOR THE MONTH OF APRIL, 1985

		<u>April</u> <u>1985</u>	<u>April</u> <u>1984</u>	<u>%</u> <u>Change</u>	<u>YTD</u> <u>1985</u>	<u>YTD</u> <u>1984</u>	<u>%</u> <u>Change</u>
<b>Burlington Northern</b>							
Oper. Rev./Oper. Exp.	(%)	63.15	67.52	(6.5)	64.65	66.95	(3.4)
Oper. Exp./ Rev. Mi.	(\$)	11.60	11.75	(1.3)	11.62	12.00	(3.2)
Oper. Exp./Pass Mi.	(\$)	0.15	0.15	0.0	0.15	0.16	(6.3)
Peak Per. Cap. Util.	(%)	87.40	87.10	0.3	88.20	86.60	1.8
Trains On-Time	(%)	99.30	97.80	1.5	97.20	98.00	(0.8)
Pass. Mi./Rev. Mi.		75.12	76.65	(2.0)	77.31	74.71	3.5
<b>Chicago Northwestern</b>							
Oper. Rev./Oper. Exp.	(%)	61.21	68.03	(10.0)	60.15	65.21	(7.8)
Oper. Exp./ Rev. Mi.	(\$)	9.35	8.53	9.7	9.57	9.08	5.4
Oper. Exp./Pass Mi.	(\$)	0.16	0.14	14.3	0.16	0.15	6.7
Peak Per. Cap. Util.	(%)	76.30	76.70	(0.5)	77.90	74.80	4.1
Trains On-Time	(%)	97.40	97.60	(0.2)	96.10	97.10	(1.0)
Pass. Mi./Rev. Mi.		59.93	60.99	(1.7)	60.41	60.71	(0.5)
<b>Chicago South Shore</b>							
Oper. Rev./Oper. Exp.	(%)	47.54	57.96	(18.0)	45.18	49.89	(9.4)
Oper. Exp./ Rev. Mi.	(\$)	8.49	6.50	30.6	8.49	7.09	19.8
Oper. Exp./Pass Mi.	(\$)	0.18	0.16	12.5	0.19	0.18	5.6
Peak Per. Cap. Util.	(%)	108.70	114.10	(4.7)	113.20	112.10	1.0
Trains On-Time	(%)	77.30	88.40	(12.6)	71.20	85.00	(16.2)
Pass. Mi./Rev. Mi.		47.66	39.72	20.0	44.90	40.05	12.1
<b>Illinois Central Gulf</b>							
Oper. Rev./Oper. Exp.	(%)	43.80	44.68	(2.0)	43.10	43.91	(1.8)
Oper. Exp./ Rev. Mi.	(\$)	14.72	12.74	15.6	15.46	13.43	15.1
Oper. Exp./Pass Mi.	(\$)	0.21	0.21	0.0	0.22	0.22	0.0
Peak Per. Cap. Util.	(%)	68.80	64.10	7.3	65.40	64.70	1.1
Trains On-Time	(%)	93.90	96.70	(2.9)	94.30	94.80	(0.5)
Pass. Mi./Rev. Mi.		68.87	60.11	14.6	70.78	61.82	14.5
<b>Norfolk Southern</b>							
Oper. Rev./Oper. Exp.	(%)	76.98	96.67	(20.4)	82.26	90.09	(8.7)
Oper. Exp./ Rev. Mi.	(\$)	13.48	12.19	10.6	13.19	13.00	1.5
Oper. Exp./Pass Mi.	(\$)	0.14	0.13	7.7	0.13	0.13	0.0
Peak Per. Cap. Util.	(%)	75.80	71.90	5.4	78.40	76.00	3.2
Trains On-Time	(%)	96.60	98.80	(2.2)	95.30	95.60	(0.3)
Pass. Mi./Rev. Mi.		97.49	92.46	5.4	100.60	99.14	1.5
<b>NIRC</b>							
Oper. Rev./Oper. Exp.	(%)	49.51	51.47	(3.8)	49.28	51.87	(5.0)
Oper. Exp./ Rev. Mi.	(\$)	13.87	13.82	0.3	13.68	13.49	1.4
Oper. Exp./Pass Mi.	(\$)	0.23	0.21	9.5	0.22	0.22	0.0
Peak Per. Cap. Util.	(%)	76.40	75.70	0.9	76.90	75.30	2.1
Trains On-Time	(%)	98.90	98.30	0.6	97.80	97.30	0.5
Pass. Mi./Rev. Mi.		60.94	64.82	(6.0)	61.62	62.10	(0.8)
<b>System Total</b>							
Oper. Rev./Oper. Exp.	(%)	54.43	58.40	(6.8)	54.06	57.27	(5.6)
Oper. Exp./ Rev. Mi.	(\$)	11.75	11.03	6.6	11.91	11.38	4.6
Oper. Exp./Pass Mi.	(\$)	0.18	0.17	5.9	0.18	0.18	0.0
Peak Per. Cap. Util.	(%)	77.60	79.00	(1.8)	78.90	77.10	2.3
Trains On-Time	(%)	95.70	96.90	(1.2)	94.20	95.90	(1.8)
Pass. Mi./Rev. Mi.		64.17	64.08	0.1	65.12	63.41	2.7



SUBURBAN BUS DIVISION: PERFORMANCE INDICATORS  
FOR THE MONTH OF APRIL, 1985

<u>Inner Carriers</u>		<u>April 1985</u>	<u>April 1984</u>	<u>% Change</u>	<u>YTD 1985</u>	<u>YTD 1984</u>	<u>% Change</u>
Oper. Rev./Oper. Exp.	(%)	36.63	33.37	19.7	34.66	34.39	0.7
Oper. Exp./Rev. Mile	(\$)	2.50	2.65	(5.6)	2.63	2.56	2.7
Oper. Exp./Pass.	(\$)	1.05	1.20	(12.5)	1.19	1.16	2.5
Rev. Hrs./Oper. Pay Hrs.	(%)	94.47	94.38	(.2)	97.33	94.13	3.4
Pass./Rev. Mi.		2.36	2.19	7.7	2.20	2.19	0.4
Pass./Rev. Hr.		35.53	31.46	12.9	31.11	30.32	2.6
<u>Outer Carriers</u>							
Oper. Rev./Oper. Exp.	(%)	22.29	21.55	3.4	26.18	25.00	4.7
Oper. Exp./Rev. Mile	(\$)	2.50	2.52	(0.7)	2.20	2.26	0.9
Oper. Exp./Pass.	(\$)	1.53	1.52	0.6	1.36	1.34	1.4
Rev. Hrs./Oper. Pay Hrs.	(%)	82.70	74.28	11.3	88.00	79.78	10.3
Pass./Rev. Mi.		1.63	1.65	(1.2)	1.61	1.65	(2.4)
Pass./Rev. Hr.		25.70	25.80	(0.3)	24.77	26.21	(5.4)
<u>Small Carriers</u>							
Oper. Rev./Oper. Exp.	(%)	36.60	34.83	5.0	36.70	40.81	(10.0)
Oper. Exp./Rev. Mile	(\$)	2.09	2.29	(8.7)	2.41	2.70	(10.7)
Oper. Exp./Pass.	(\$)	1.00	1.19	(15.9)	1.04	1.03	0.9
Rev. Hrs./Oper. Pay Hrs.	(%)	85.36	85.57	<.3>	83.81	86.85	3.4
Pass./Rev. Mi.		2.08	1.92	(18.3)	2.30	2.62	(12.2)
Pass./Rev. Hr.		32.23	30.83	4.5	31.87	35.00	(8.9)
<u>System Total</u>							
* Oper. Rev./Oper. Exp.	(%)	29.76	29.32	1.5	29.82	30.25	(1.4)
Oper. Exp./Rev. Mile	(\$)	2.81	2.92	(3.7)	2.90	2.82	2.8
* Oper. Exp./Pass.	(\$)	1.39	1.53	(9.1)	1.51	1.46	3.4
Rev. Hrs./Oper. Pay Hrs.	(%)	90.66	88.12	2.8	94.03	90.02	4.4
Pass./Rev. Mi.		2.17	2.04	6.3	2.07	2.08	(.4)
Pass./Rev. Hr.		33.08	30.15	9.7	29.75	29.70	0.1

<u>Inner Carriers</u>	<u>Outer Carriers</u>	<u>Small Carriers</u>
Nortran	Joliet	Wilmette
West Towns	Aurora	Glen Ellyn
Harvey	Elgin	Niles
Oak Lawn	Waukegan	Naperville
		Highland Park
		Melrose Park

NOTE: System total is based on available carrier data and includes SBD administrative expense.

\*Includes contract and paratransit data.





APPENDIX A  
CASH FLOW FORECAST



1985 CASHFLOW  
(In Thousands of Dollars)  
JUNE UPDATE

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
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BEGINNING BALANCE	54,492	51,961	51,562	51,397	51,323	49,683	49,609	47,556	47,500	46,428	44,108	41,799	54,492
REVENUES:													
SALES TAX	26,752	33,525	29,003	24,316	24,853	28,757	28,700	27,500	28,300	28,200	28,300	29,100	337,306
PUBLIC TRANS FUND	6,688	8,381	7,250	6,073	6,213	4,904	9,460	6,875	7,075	7,050	7,075	7,275	84,319
UMTA SECTION 9	0	0	29,165	28,766	0	0	0	0	0	0	0	0	57,931
INTEREST INCOME	300	346	320	343	342	331	331	317	317	310	294	279	3,829
MOTOR FUEL TAX	0	0	0	0	25	0	0	25	0	0	25	25	100
UMP	0	0	0	0	75	75	75	75	75	75	75	75	600
TOTAL REVENUE	33,740	42,252	65,738	59,498	31,508	34,067	38,566	34,792	35,767	35,635	35,769	36,754	484,085
SALES TAX ALLOC													
CTA	11,954	14,834	12,823	10,931	11,163	12,767	12,777	12,243	12,599	12,555	12,599	12,955	150,191
CRD	8,276	10,490	9,076	7,469	7,647	8,959	8,920	8,547	8,796	8,765	8,796	9,044	104,784
SRD	2,510	3,182	2,755	2,268	2,315	2,717	2,698	2,585	2,660	2,651	2,660	2,735	31,736
PTF ALLOC													
CTA	5,486	6,874	5,947	4,986	5,096	4,022	7,776	5,651	5,816	5,795	5,816	5,980	69,246
CRD	510	640	553	464	474	374	709	516	531	529	531	546	6,375
SRD	692	867	750	629	643	507	974	708	729	726	729	749	8,703
UMTA SECTION 9 ALLOC													
CTA	0	0	25,403	25,055	0	0	0	0	0	0	0	0	50,458
CRD	0	0	2,409	2,376	0	0	0	0	0	0	0	0	4,785
SRD	0	0	1,353	1,335	0	0	0	0	0	0	0	0	2,688
DISCRETIONARY FUNDS													
CTA	3,041	3,812	3,298	2,765	2,826	3,270	3,252	3,116	3,206	3,195	3,206	3,297	38,284
CRD	283	355	307	257	263	304	296	283	291	290	291	300	3,521
SRD	384	481	416	349	357	413	408	391	402	400	402	413	4,815
TOTAL SVR PAYMENTS													
CTA	20,481	25,510	47,471	43,737	19,085	20,059	23,805	21,010	21,621	21,545	21,621	22,233	308,179
CRD	9,069	11,485	12,345	10,566	8,384	9,637	9,925	9,346	9,618	9,584	9,618	9,890	119,465
SRD	3,586	4,530	5,274	4,581	3,315	3,637	4,080	3,683	3,791	3,777	3,791	3,898	47,942
RTA,UMP,COORD	566	852	539	414	1,281	535	535	535	535	535	535	535	7,395
MARKETING	233	233	233	233	233	233	233	233	233	233	233	233	2,800
DEBT SERVICE	41	41	41	41	41	41	41	41	41	41	41	41	488
1984 GRANT MATCH (20,000)	0	0	0	0	809	0	0	0	1,000	1,000	1,000	1,000	4,809
1985 GRANT MATCH (13,400)	0	0	0	0	0	0	0	0	0	0	0	0	0
CAPITAL GRANTS TO CTA	0	0	0	0	0	0	0	0	0	330	330	330	990
CAPITAL GRANTS TO CRD	300	0	0	0	0	0	0	0	0	710	710	710	2,430
CAPITAL GRANTS TO SRD	0	0	0	0	0	0	2,000	0	0	200	200	200	2,600
RTA CAPITAL PURCHASES	0	0	0	0	0	0	0	0	0	0	0	0	0
UMTA CAP-PASSTHROUGH	1,995	0	0	0	0	0	0	0	0	0	0	0	1,995
TOTAL EXPENSES	36,271	42,651	65,903	59,572	33,148	34,142	40,619	34,848	36,838	37,955	38,078	39,069	499,093
CASH BALANCE	51,961	51,562	51,397	51,323	49,683	49,609	47,556	47,500	46,428	44,108	41,799	39,484	39,484

NOTE: ENDING CASH BALANCE -

Per the 1985 budget, RTA has appropriated \$46.6 million for capital projects of the service boards.

In addition, RTA recently released an additional \$13 million for capital projects which is not projected for payout in 1985.

RTA's ending cash balance for 1985 reflects payouts of only \$10.8 million of the total commitment of \$59.6 million.

6/25/85





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